

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB04I

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of St. BernardCODE# 061-69470DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 09 / 04CONTACT: Jennifer L. Vatter PHONE # (513) 721-5500

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 721-0607 E-MAIL jvatter@jmaconsult.comPROJECT NAME: Beech Avenue Reconstruction

SUBDIVISION TYPE

(Check only 1)

1. County
X 2. City
3. Township
4. Village
5. Water/Sanitary District
 (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- X 1. Grant \$ 200,000
2. Loan \$ _____
3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- X 1. Road
2. Bridge/Culvert
3. Water Supply
4. Wastewater
5. Solid Waste
6. Stormwater

TOTAL PROJECT COST: \$ 400,000.00FUNDING REQUESTED: \$ 200,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 200,000

SCIP LOAN: \$ _____

RLP LOAN: \$ _____

LOAN ASSISTANCE: \$ _____

RATE: _____ % TERM: _____ yrs.

RATE: _____ % TERM: _____ yrs.

(Check only 1)

- X State Capital Improvement Program
 _____ Local Transportation Improvements Program

_____ Small Government Program

2004 SEP 17 PM 1:05

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____ / ____ / ____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____ / ____ / ____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) **Basic Engineering Services:** \$ _____ .00

Preliminary Design \$ _____ .00

Final Design \$ _____ .00

Bidding \$ _____ .00

Construction Phase \$ _____ .00

Additional Engineering Services \$ _____ .00

***Identify services and costs below.**

b.) **Acquisition Expenses:**
Land and/or Right-of-Way \$ _____ .00

c.) **Construction Costs:** \$ 400,000 .00

d.) **Equipment Purchased Directly:** \$ _____ .00

e.) **Permits, Advertising, Legal:** \$ _____ .00
**(Or Interest Costs for Loan Assistance
Applications Only)**

f.) **Construction Contingencies:** \$ _____ .00

g.) **TOTAL ESTIMATED COSTS:** \$ 400,000 .00

***List Additional Engineering Services here:**
Service:

Cost:

1.2 **PROJECT FINANCIAL RESOURCES:**
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ _____ .00	
b.) Local Revenues	\$ 200,000 .00	50
c.) Other Public Revenues	\$ _____ .00	
ODOT	\$ _____ .00	
Rural Development	\$ _____ .00	
OEPA	\$ _____ .00	
OWDA	\$ _____ .00	
CDBG	\$ _____ .00	
OTHER _____	\$ _____ .00	
SUBTOTAL LOCAL RESOURCES:	\$ 200,000 .00	50
d.) OPWC Funds		
1. Grant	\$ 200,000 .00	50
2. Loan	\$ _____ .00	
3. Loan Assistance	\$ _____ .00	
SUBTOTAL OPWC RESOURCES:	\$ 200,000 .00	50
TOTAL FINANCIAL RESOURCES:	\$ 400,000 .00	100%

1.3 **AVAILABILITY OF LOCAL FUNDS:**

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Beech Avenue Reconstruction

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project limits are the entire length of Beech Avenue (Railroad Avenue to Spring Grove Avenue). Please see attached project vicinity map.

PROJECT ZIP CODE: 45217

B: PROJECT COMPONENTS:

- 1.) Full depth pavement removal and replacement
- 2.) Integral curb & walk removal and replacement
- 3.) Add new storm catch basins
- 4.) Upgrade existing storm sewer
- 5.) Install new storm sewer system
- 6.) Seeding and Mulching as necessary

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The length of the proposed project is 650 LF. The width of the existing roadway averages 40 feet.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 1200 Year: ____ Projected ADT: ____ Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ ____ Proposed Rate: \$

Stormwater: Number of households served: 35

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 180,000 .00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>09 / 02/ 03</u>	<u>06 /30 /05</u>
4.2 Bid Advertisement and Award:	<u>07/ 01/05</u>	<u>07/ 31 /05</u>
4.3 Construction:	<u>08/ 01 /05</u>	<u>09 /10 /06</u>
4.4 Right-of-Way/Land Acquisition:	<u>N/A</u>	<u>N/A</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	John Estep
TITLE	Mayor
STREET	110 Washington Avenue
CITY/ZIP	St. Bernard, Ohio 45217
PHONE	513-242-7770
FAX	513-641-1840
E-MAIL	

5.2 CHIEF FINANCIAL

OFFICER	Walter St. Clair
TITLE	Auditor
STREET	110 Washington Avenue
CITY/ZIP	St. Bernard, Ohio 45217
PHONE	513-242-7770
FAX	513-641-1840
E-MAIL	

5.3 PROJECT MANAGER

TITLE	William R. McCormick
STREET	Project Manager
CITY/ZIP	2021 Auburn Avenue
PHONE	Cincinnati, Ohio 45219
FAX	513-721-5500
E-MAIL	513-721-0607

Changes in Project Officials must be submitted in writing from the CEO

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- ☒ [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- ☒ [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- ☐ [] A cooperation agreement (if the project involves more than one
- ☒ [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature, subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- ☐ [] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- ☐ [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- ☒ [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Joe Kempa, Service Director
Certifying Representative (Type or Print Name and Title)

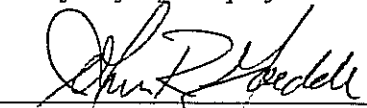
Joe Kempa 9/16/04
Signature/Date Signed

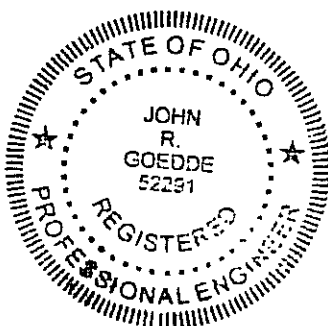
Beech Avenue Reconstruction
Engineer's Estimate

DESCRIPTION	UNIT	EST. QUANTITY	UNIT PRICE	TOTAL AMOUNT
Excavation/Pavement Removed	CY	1,500	20.00	30,000.00
Driveway Apron (remove & replace)	SY	150	50.00	7,500.00
Curb Removed	LF	1,300	5.00	6,500.00
Integral Concrete Walk (removed & replaced)	SF	5,000	5.00	25,000.00
Catch Basins/Manholes Removed	EA	7	500.00	3,500.00
Pipe Removed	LF	500	10.00	5,000.00
Excavation, incl. Embankment	CY	300	40.00	12,000.00
Aggregate Base	CY	900	50.00	45,000.00
Bituminous Aggregate Base	CY	360	125.00	45,000.00
Asphalt Concrete Leveling Course	CY	90	125.00	11,250.00
Asphalt Concrete Surface Course	CY	90	125.00	11,250.00
12"-15" Conduit	LF	200	80.00	16,000.00
18"-24" Conduit	LF	400	100.00	40,000.00
Catch Basin	EA	6	2,500.00	15,000.00
Manhole	EA	4	2,000.00	8,000.00
Concrete Curb	LF	1,300	12.00	15,600.00
Maintain Traffic	LS	1	10,000.00	10,000.00
Construction Layout Stakes	LS	1	20,000.00	20,000.00
Seed & Mulch Restoration	SY	500	2.00	1,000.00
Utility Adjustments	LS	1	15,000.00	15,000.00
Pavement Markings	LS	1	5,000.00	5,000.00
Remove & Reset Loop Detector	Ls	1	3,400.00	3,400.00
Contingencies	LS	1	49,000.00	49,000.00
		Total Est. Cost		\$400,000.00

I hereby certify this to be an accurate estimate of the proposed project.

The useful life of this project is 30 years.


JOHN R. GOEDDE, P.E.





City of St. Bernard

STATUS OF FUNDS CERTIFICATION

The City of St. Bernard will utilize \$200,000 from its local budget for its participation in the Beech Avenue Reconstruction Project.

Walter St. Clair, Auditor
City of St. Bernard

Elm

L

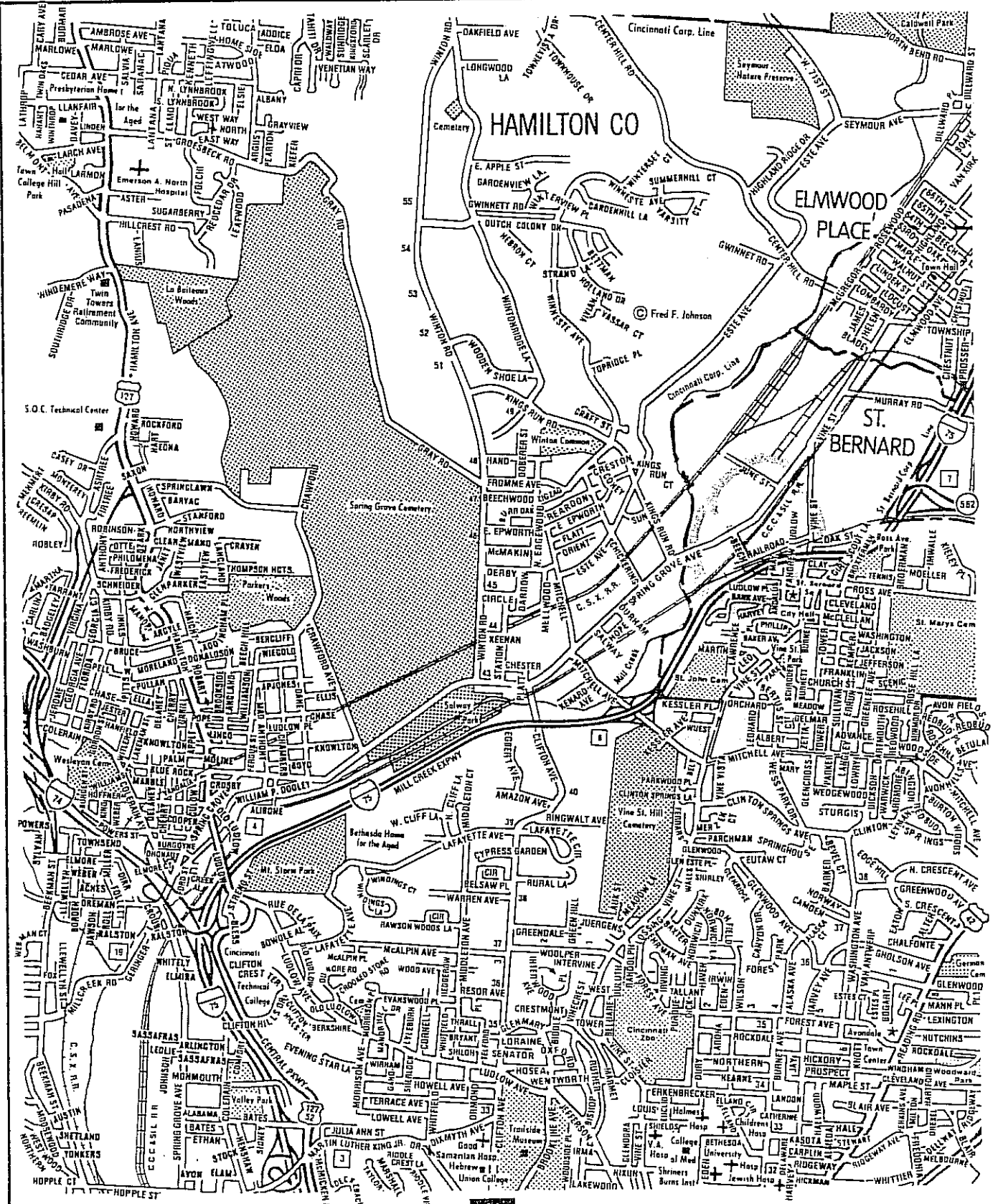
M

N

O

P

32





GREATER CINCINNATI
WATER WORKS

A Service of The City of Cincinnati

**Greater Cincinnati
Water Works**
The Standard for Excellence

4747 Spring Grove Avenue
Cincinnati, Ohio 45232-1986
513-591-7890 Phone
513-591-7967 Fax

David E. Rager
Director

Paul E. Tomes
Chief Engineer

Customer Service
513-591-7700
513-591-7730 TDD

Emergency Service
513-591-7700
513-591-7905 TDD

September 17, 2003

Jennifer L. Vatter
JMA Consultants, Inc.
2021 Auburn Avenue
Cincinnati, Ohio 45219

Re: Beech Street – City of St. Bernard

Dear Ms. Vatter:

As per your request, we have reviewed the conditions of the existing 6" cast iron water main in Beech Street. This cast iron water main was installed in 1915 and is unlined with leaded joints. There is little to no break or maintenance history on this main.

Due to the age and increased water demands, we have endeavored to replace these aging mains within the general area in conjunction with the street improvement projects. These older mains are being replaced with 12" diameter, cement lined, ductile iron pipe that will provide greater fire flow and domestic capacity to the residents and businesses.

If you have any questions in regards to this matter, please contact me at 591-7862.

Sincerely,

Russell Weber, P.E.
Supervising Engineer



St. Bernard Fire Department

5116 Vine Street

St. Bernard, Ohio 45217

(513) 242-9555

September 17, 2003
JMA Consultants
Ms. Jennifer Vatter
2021 Auburn Avenue
Cincinnati, Ohio 45219

Ms. Vatter:

The proposed reconstruction of Beech Street in the City of St. Bernard, Ohio would surely enhance the St. Bernard Fire Department's firefighting capability in this section of the City of St. Bernard. Beech Street is situated in an area of St. Bernard which is heavily industrial. This area has many high value factories and industries. The existing water main on Beech Street does not adequately supply the anticipated fire flow needs if the St. Bernard Fire Department encounters a large structure fire in one of the industries located in this area. A new water main with an increase in size would address this problem.

Secondly, the location and spacing of hydrants in this area are also a concern. Currently, Beech Street has only one fire hydrant, and this municipal hydrant is placed in the middle of a grass area surrounded by bushes on Procter and Gamble's property. Adding an additional K-81 Kennedy fire hydrant in the middle of the street, near the driveway to Procter and Gamble's new Millennium Building, would enable the St. Bernard Fire Department quick access to establishing a fire water supply to this building. A large fire loss to this Procter and Gamble structure would cause extreme economic hardship to the City of St. Bernard. Money spent to upgrade this area of St. Bernard would be a sound fire prevention investment.

Sincerely

Chief Steven Scherpenberg
St. Bernard Fire Department
5116 Vine Street
St. Bernard, Ohio 45217
(513) 242-8474
Email: ss9101@fuse.net

ORDINANCE NO. 29, 2004

AN ORDINANCE AUTHORIZING THE MAYOR AND/OR SERVICE DIRECTOR TO SUBMIT AN APPLICATION FOR 2005 SCIP FUNDS, AND DECLARING AN EMERGENCY.

WHEREAS, the City Council of the City of St. Bernard has determined that it would be in the best interest and to promote the general welfare of the community to apply for 2005 SCIP Funds and enter into an agreement with the Ohio Public Works Commission; now therefore,

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ST. BERNARD, STATE OF OHIO:

Section 1. That the City Council of the City of St. Bernard hereby approves filing an application for 2005 SCIP Funds to the District Public Works Integrating Committee.

Section 2. That the Mayor and/or Service Director is hereby authorized and directed to execute a Project Agreement with the Ohio Public Works Commission.

Section 3. This Ordinance is hereby declared to be an emergency measure necessary for the immediate preservation of the public peace, health and safety. The reason for the emergency is that the application must be submitted by September 19, 2005. Therefore, this Ordinance shall take effect immediately by and upon its passage, and the approval of two-thirds of the members of said Council. However, this Ordinance shall take effect on the earliest date provided by law if approved by no more than the majority of the members of Council and in that event the emergency provisions herein are set at naught.

Passed this 5TH day of AUGUST, 2004.



City of St. Bernard

Joe Kempe, Service Director

September 15, 2004

Mr. John Goedde, P.E.
JMA Consultants, Inc.
2021 Auburn Ave
Cincinnati OH 45219

Dear Mr. Goedde:

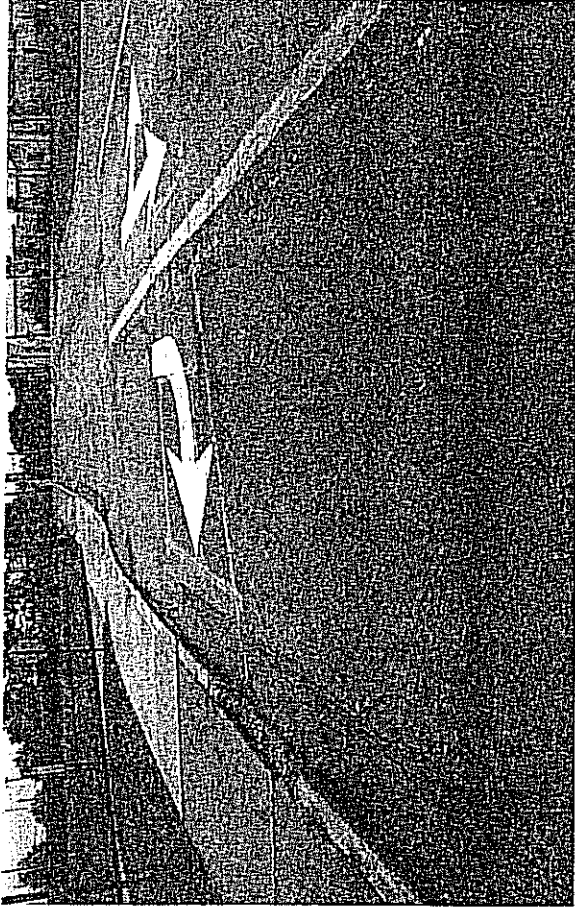
Please be advised that Beech Street is an extremely important local street for the City of St. Bernard. The railroad grade crossing at Vine Street (near Spring Grove) is blocked on a regular basis while trains service local industry and businesses. During many of these instances, the Vine Street crossing is blocked due to a non-moving train, however the Beech Street crossing is clear.

Beech Street is an extremely important viable by-pass for emergency and safety service vehicles, when the Vine Street crossing is blocked.

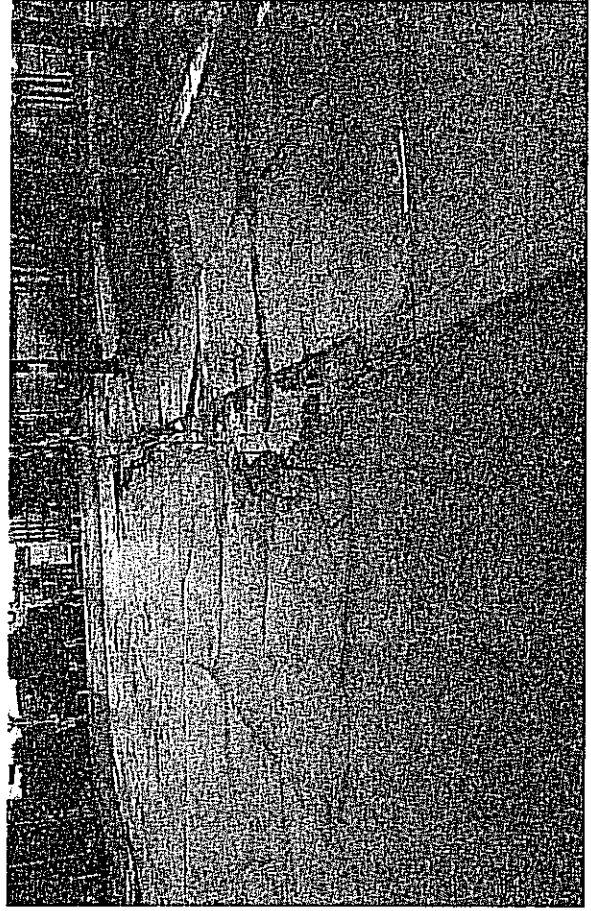
Sincerely,


Joe Kempe
Service Director

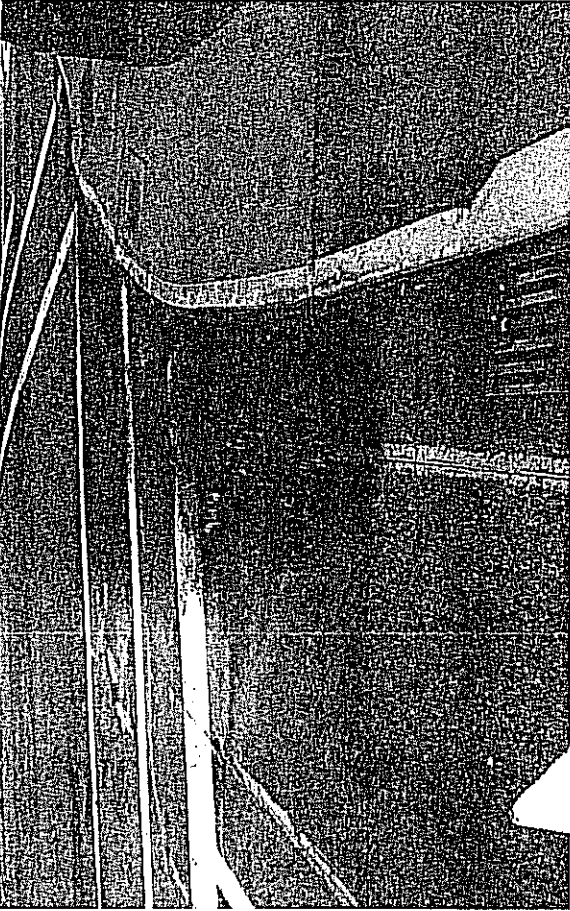
ceu



Beech Avenue



Beech Avenue



Beech Avenue



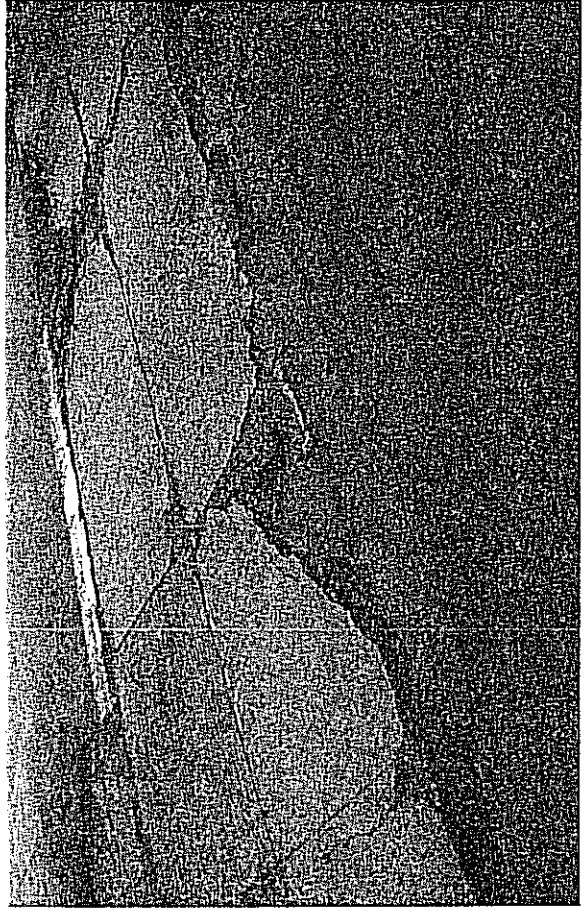
Beech Avenue



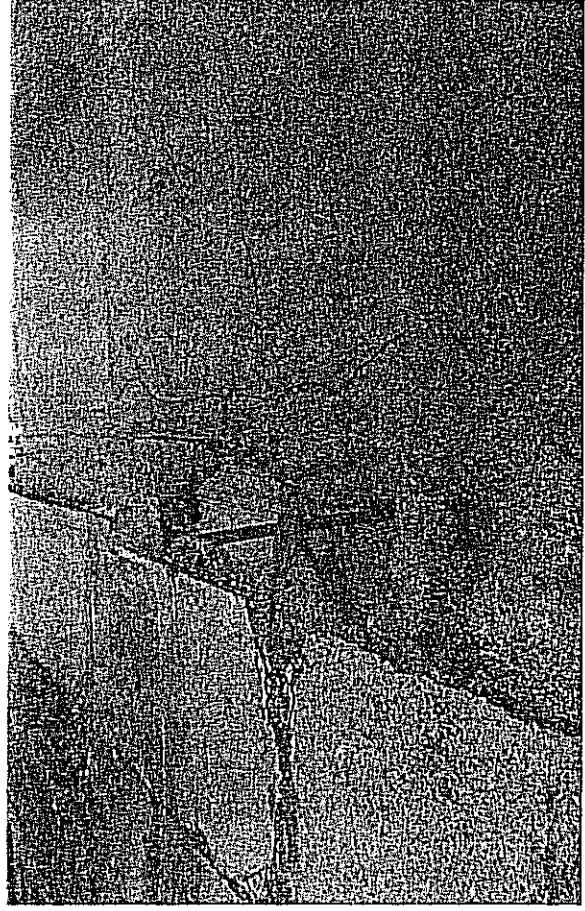
Beech Avenue



Beech Avenue



Beech Avenue



Beech Avenue

ADDITIONAL SUPPORT INFORMATION

For Program Year 2005 (July 1, 2005 through June 30, 2006), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? X YES NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

- 1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The existing pavement is deteriorating and in very poor condition. Severe alligator cracking is indicative of base failure. The surface is uneven resulting in an unsafe driving condition. Integral curbs are crumbling resulting in uncontrolled overland drainage in the gutters. The existing 6 inch watermain is critically undersized and will be replaced with a 12 inch main by Cincinnati Water Works with the project (see attached letter). New hydrants will be installed to provide sufficient fire protection.

- 2) **How important is the project to the safety of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Reconstruction of the roadway will allow reconditioning of the sub-base while establishing a typical crowned street section which will better direct surface runoff to the gutters. Beech Avenue also serves as an important by-pass for Vine St. (see attached letter) when the railroad grade crossing at Vine is blocked by train traffic. It is an extremely important alternate for emergency vehicles. The improvements will provide an even and thus safer driving surface for all vehicular traffic. New curb will greatly improve surface runoff conveyance to new catch basins. Ponding water (ref. picture) at the cross-walk (i.e. corner Spring Grove Avenue) freezes in the winter and presents a hazard to vehicular and

vehicular and pedestrian traffic, in close proximity to a Metro bus stop. A combination of new curb and gutters with the addition of new catch basins will eliminate this hazard. Replacing the existing 6 inch waterline to a new 12 inch waterline is critical to providing sufficient fire flows to the new (2003) P&G development adjacent to the site. This project will be a continuation of the Railroad Avenue improvements initiated and constructed by the City in 2003 including a watermain replacement by CWW. This project will complete the water loop to the existing system in Spring Grove.

- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The Cincinnati Water Works will be replacing an old 6 inch LEAD JOINT waterline if the roadway project is constructed, eliminating a severe health hazard. New storm sewer facilities designed to current standards will significantly improve drainage collection and conveyance.

- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Beech Avenue Improvements

Priority 2 Woodside Heights Subdivision Improvements

Priority 3 _____

Priority 4 _____

Priority 5 _____

- 5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Local funding is utilized for matching funds for this project.

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____

Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months _____

- a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)?
Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

- e.) Give an estimate of time needed to complete any item above not yet completed. 8 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This project will affect the residents of St. Bernard and the employees of Procter & Gamble.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a

jurisdiction may periodically be adjusted when census and other budgetary data are updated.

- 13) **Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

- 14) **What is the total number of existing daily users that will benefit as a result of the proposed project?**

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 120 X 1.20 = 1440 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

- 15) **Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?**

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax yes

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 19 - PROGRAM YEAR 2005
PROJECT SELECTION CRITERIA
JULY 1, 2005 TO JUNE 30, 2006

NAME OF APPLICANT: ST. BERNARD

NAME OF PROJECT: BEECH AVE. RECON.

RATING TEAM: 2

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

*MODERATE POOR DETERIORATION BUT
EXTENSIVE WORK NEEDED
ON APPROACH TO RR GRADE
CROSSING.*

Appeal Score _____

- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - Poorly documented importance

0 - No measurable impact

*MINIMAL IMPORTANCE FOR
WATER MAIN. DOCUMENTED
IMPORTANCE W/ LETTER
FROM FIRE CHIEF*

Appeal Score _____

- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - Poorly documented importance

0 - No measurable impact

LEAD JOINTS

Appeal Score _____

- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

Appeal Score _____

5) Will the completed project generate user fees or assessments?

Appeal Score

☒ 10 - No
0 - Yes

6) Economic Growth - How the completed project will enhance economic growth (See definitions).

10 - The project will directly secure new employment

Appeal Score

5 - The project will permit more development

☒ 0 - The project will not impact development

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

☒ 10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

8) Matching Funds - OTHER

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

1 - 1% to 9.99%

☒ 0 - Less than 1%

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.

Appeal Score

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

☒ 2 - Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

☒ 5 - Will be under contract by December 31, 2005 and no delinquent projects in Rounds 16 & 17

3 - Will be under contract by March 31, 2006 and/or one delinquent project in Rounds 16 & 17

0 - Will not be under contract by March 31, 2006 and/or more than one delinquent project in Rounds 16 & 17

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major Impact

Appeal Score

8 - Significant Impact

6 - Moderate Impact

☒ 4 - Minor Impact

2 - Minimal or No Impact

LOCAL STREET, BUT BECOMES
A BYPASS FOR I-405 ST.
WHEN CSX TRAINS BLOCK
THAT CROSSING.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

Appeal Score

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

Appeal Score

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (*Provide documentation of which fees have been enacted.*)

5 - Two or more of the above

3 - One of the above

0 - None of the above

Appeal Score

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR36 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project is specifically designed to secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and status of design plans as demonstrated by the applying jurisdiction and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

VISIT OUR WEBSITE AT:

<http://www.hamilton-co.org/engineer/SCIP/ltip.htm>